

AMENDMENTS TO THE CLAIMS

Listing of claims:

This listing of claims replaces all prior versions and listings of claims in the application.

Claim 1 (Currently Amended) A system for controlling a speed of an internal combustion engine installed in an outboard motor mounted on a boat and having a propeller powered by the engine to propel the boat, the engine having a throttle valve that regulates air to be sucked, comprising:

an actuator connected to the throttle valve to move it in an opening direction or in a closing direction;

engine speed detecting means for detecting the speed of the engine;

engine trouble detecting means for detecting a trouble occurred in the engine;

engine speed discriminating means for discriminating whether the detected engine speed exceeds a predetermined speed which is larger than an engine idle speed when it is detected that the trouble has occurred in the engine; and

actuator driving means for driving the actuator to move the throttle valve in the closing direction such that the engine speed drops, when it is discriminated that the detected engine speed exceeds the predetermined speed, wherein

Amendment Under 37 C.F.R. §1.111
Serial No. 10/669,716
Attorney Docket No. 031217

the actuator driving means drives the actuator to move the throttle valve in the closing direction by an amount repeatedly such that the engine speed is gradually lowered to the predetermined speed.

Claim 2 (Original): A system according to claim 1, wherein the trouble includes at least one of engine overheating, shortage of engine oil and excessive engine revving.

Claim 3 (Currently Amended): A system according to claim 1, further including:
alerting means for ~~altering~~ alerting an operator to occurrence of the trouble.

Claim 4 (Original): A system according to claim 1, wherein the predetermined speed is a speed at which the engine can assumably continue to run until the boat has returned to port.

Claim 5 (Cancelled).

Claim 6 (Currently Amended): A method of controlling speed of an internal combustion engine installed in an outboard motor mounted on a boat and having a propeller powered by the engine to propel the boat, the engine having a throttle valve that regulates air to be sucked and an actuator connected to the throttle valve to move it in an opening direction or in a closing direction, comprising the steps of:

detecting the speed of the engine;

detecting a trouble occurred in the engine;

discriminating whether the detected engine speed exceeds a predetermined speed which is larger than an engine idle speed when it is detected that the trouble has occurred in the engine;
and

driving the actuator to move the throttle valve in the closing direction such that the engine speed drops, when it is discriminated that the detected engine speed exceeds the predetermined speed, wherein

the step of actuator driving drives the actuator to move the throttle valve in the closing direction by an amount repeatedly such that the engine speed is gradually lowered to the predetermined speed.

Claim 7 (Original): A method according to claim 6, wherein the trouble includes at least one of engine overheating, shortage of engine oil and excessive engine revving.

Claim 8 (Currently Amended): A method according to claim 6, further including the step of:

~~altering~~ alerting an operator to occurrence of the trouble.

Claim 9 (Original): A method according to claim 6, wherein the predetermined speed is a speed at which the engine can assumably continue to run until the boat has returned to port.

Claim 10 (Cancelled).

Claim 11 (Currently Amended): A computer program embodied on a computer-readable medium for controlling speed of an internal combustion engine installed in an outboard motor mounted on a boat and having a propeller powered by the engine to propel the boat, the engine having a throttle valve that regulates air to be sucked and an actuator connected to the throttle valve to move it in an opening direction or in a closing direction, comprising the steps of:

detecting the speed of the engine;

detecting a trouble occurred in the engine;

discriminating whether the detected engine speed exceeds a predetermined speed which is larger than an engine idle speed when it is detected that the trouble has occurred in the engine; and

driving the actuator to move the throttle valve in the closing direction by an amount repeatedly such that the engine speed is gradually lowered to the predetermined speed, when it is discriminated that the detected engine speed exceeds the predetermined speed.